## M'CLELLAN STATUE UNVEILED

THE PRESIDENT ATTENDS AND DELIVERS AN ADDRESS.

Airs. McClellan, Widow of the General, and Mayor McClellan Occupy Seats on the Stand-Statue Unvelled by Dr. George McCiellan, Nephew of the General.

Washington, May 2.—The bronze equestrian statue of Major-Gen. George Brinton McClellan, which has been erected on the sightliest spot in the northwestern part of Washington, was unveiled to-day with military and civil ceremony under the auspices of the Society of the Army of the Potomac. The place where the statue stands is on the ground which was occupied by the army of the Petomac when it was encamped under McClellan in the early days of the civil war, and horse and rider overlook from an extremely clevated position almost the whole city of Washington, the Potomac River and the Virginia shore.

The ceremony of unveiling was witnessed by the President of the United States, general officers of the Regular military service, members of the Diplomatic Corps, many visiting naval officers from the foreign squadron now in Hampton Roads, members of the Grand Army and of the Society of the Army of the Potomac and by a large crowd of people who were seated on tempo rary stands erected near the monument or stood in the streets in the vicinity.

The statue occupies a small triangular plot of ground at the intersection of Connecticut avenue, Columbia road and California avenue, almost at the crest of the steep slope which overlooks the Potomac River on the south and the Rock Creek region on the north and west.

The monument was unveiled by Dr. George McClellan of Philadelphia, nephew of the late Major-General, and seated with im on the stand were President Roosevelt, Mrs. McClellan, widow of the General; Mayor

him on the stand were President Roosevelt, Mrs. McClellan, widow of the General; Mayor George B. McClellan of New York, his son; Major-Gen. Froderick D. Grant of the Regular service, Major-Gen. O. O. Howard, Gen. Horatio C. King, the Ambassadors of Great Britain and France and many other distinguished persons.

The ceremonies were bogun with an invocation by the Right Rev. Henry Y. Sattarice, Bishop of Washington, and then Gen. King, recording secretary of the Society of the Army of the Potomac, read a brief history of the statue. The statue is the work of Frederick Macmonnies and of dames R. Cochroft, who executed the pedestal from the dessign of Mr. Macmonnies. The height of the figure from the ground is 37 feet and the pedestal, which is of pink grante, resting on five steps of the same material, stands 23 feet high. Both sides of the pedestal are decorated with bronze trophies. The front bears the inscription: "Major-General George Brinton McClellan, 1828-1885." On the back of the pedestal are the words: "Erected by the Society of the Army of the Potomac and the Congress of the United States, 1907."

As the flags which droped the equestrian figure were hoisted aloft the United States Marine Band played the "Star Spangled Banner" and a battery of artillery stationed at a distance west of the monument fired a salute. After the unveiling President Roosewelt reviewed a parade of troops, consisting of all the regulars stationed in or near Washington, the District of Columbia National Guargant as several State organizations from New Jersey, the native State of

near Washington, the District of Columbia National Guarge and several State organizations from New Jersey, the native State of Gen. McClellan. The troops were under command of Major-Gen. J. Franklin Bell, Chief of Staff, U. S. A. After the troops had passed in review President Roosevelt delivered an address, When the monument was dedicated at Antietam several years ago President Roosevelt was criticised for failing to mention the name of McClellan with those of other civil war Generals. In his address to-day he spoke warmly of Gen. Mis address to-day he spoke warmly of Gen.
McClellan's character and services, but the
greater part of his address was devoted to
other matters. The President spoke in part

MEN OF THE ARMY OF THE POTOMAC AND It is with profound pleasure that, as Presient of the United States, I to-day take part the leading soldiers of the civil war. Naturally, on behalf of the nation, I greet with peculiar pleasure Mrs. McClellan and her son on this pecasion. Next only to them I take special pleasure in greeting the comrades of Gen. cClellan-you, the General, the officers and the enlisted nien who fought under him

Let me here, Gen. King, express my peculiar appreciation of the honor conferred upon me in electing me to honorary membership in the Society of the Army of the Potomac an honor previously conferred upon my lamented predecessor, President McKinley. The war that I took part in was a little war, but it was all the war there was; and we tried to show that we at least had the desire to act as you men of the mighty days would wish those who came after you to act

I desire also to say a special word of greeting to the Governor of New Jersey, and to the troops of New Jersey who have come here to pay homage to the memory of their revered fellow citizen.

To Gen. McClellan it was given to com mand in some of the hardest fought battles and most important campaigns in the great war of this hemisphere, so that his name will be forever linked with the mighty memo ries that arise when we speak of Antietam and South Mountain, Fair Oaks and Malvern; so that we never can speak of the great Army of the Potomac without having rise before us the figure of Gen. McClellan, the There was also given to him the peculiar gift one that is possessed by but very few men. to combine the qualities that won him the enthusiastic love and admiration of the soldiers who fought with and under him and the qualities that in civil life endeared him peculiarly to all who came in contact

Let me say a word of acknowledgment of a special kind to the committee who are responsible for the statue. It has been said of some modern statuary that it added a new terror to death. But I wish on behalf of those who live in the capita! of the nation to express my profound acknowledgments to those who had the good taste to choose a great sculptor to do this work. I thank them for having erected here in so well chosen a site a statue which not only because of the man it commemorates, but because of its own intrinsic worth, adds to the pobility As has been already well said to-day, you men of the great war, you veterans here, need no statue, need no shaft, to recall you memory of your fellow countrymen You have as your perpetual monument the intry itself. We have to-day a country. a Government, a national capital, a flag. only because of what you and your comrades did in the civil war. Above all, you left us not merely the heritage left by all good to their country-the heritage of the right to take glory in your own achievements but you have the peculiar honor, the peculiar good fortune, to leave to your countrymen the right to take pride also in the achievements of their fellow countrymen which were at the time your gallant foes—the men who are now your brothers, knit by the events of that war with you, and their descendants with yours, in a real union forever

Men of the Army of the Potomac, not only have you left us a united, and not only have yeu left us the material heritage which your hands wrought, but you have left us by what you did in your lives certain lessons which apply as much in peace as in war—leshich are sometimes only painfully learned in war, which are sometimes quickly forgotten in peace. First of all among these lessons necessary for our people to keep ever in mind I would put the fact that the life worth living is the life of endeavor, the life of effort, the life of worthy strife to ac-

we have listened recently to a great deal talk about peace. It is the duty of all of plea on Monday.

## AMERICAN HOSIERY

Nine Highest Awards

us to strive for peace, provided that it comes on the right terms. I believe that the man who really does best work for the State in peace is the very man who at need will do well n war. If peace is merely another name for self-indulgence, for sloth, for timidity for the avoidance of duty, have none of it Seek the peace that comes to the just man armed, who will dare to defend his rights if the need should arise. Seek the peace granted to him who will wrong no manand will not submit to wrong in return. Seek the peace that comes to us as the peace of righteousness, the peace of justice. Ask peace because your deeds and your powers warrant you in asking it, and do not but yourself in the position to crave it as something to be granted or withheld at the whim of

There is just one person in this country, the President said, that he put ahead of any soldier, and that is the really good woman, the good wife and mother who has done her full duty. He concluded as follows:

When we speak of liberty, when we praise it, let us try to see that in actual practice we achieve it. When we speak of fraternity, of brotherhood, let us exercise each for himself the qualities that make for brotherhood, for fraternity. When we speak of equality, et us try to realize it in the spirit of Abrahan Lincoln, who pointed out that there was of course a certain sense in which men are not and cannot be equal; but who realized by his life and his deeds the profound truth that in the larger sense, in the real, the all important sense, there can and must be an equality among all men. This equality we of the American republic must seek to secure among our fellow citizens. It is an equality of rights before the law; a measurable equality of opportunity, so far as we can secure it, for each man to do the best that there is in him without harming his fellows without hindrances from his fellows; and finally, and most important, it is that equality which we should prize above all else, the equality of self-respect and of mutual respect among each and all of our citizens.

respect among each and all of our citizens.

After the President had concluded, the Marine Band played the overture from "Semiramide." "On the Field of Glory," and Gen. O. O. Howard then made a brief address, referring to his personal acquaintance with and service under Gen. McClellan. Gens. Daniel E. Sickles and Grenville M. Dodge were expected to be present and were to make addresses, but they were detained. The ceremonies were concluded with the benediction by the Rev. Dr. William R. Janvey, archdeacon of diocese of Newark, N. J., who was a private in the Eleventh Corps, Army of the Potomac.

Incident to the chief event of the day were reunions of the several army corps and military societies, and the day's programme was concluded with a reception at the Congressional Library this evening.

A rumor was current here to-night that Superintendent of Police Sylvesters and de

gressional Library this evening.

A rumor was current here to-night that Superintendent of Police Sylvester had detailed an unusual number of plain clothes men to guard President Roosevelt during the unveiling of the statue. Inspector of Police Boardman said to-night that whenever the President attends an outdoor ceremony of any character, here it was custommony of any character here it was custom-ary to detail as many men as were availa-ble. Eleven men were detailed to-day.

TWO "LOFT" MEN CAPTURED. Sho's Fired in the Park Avenue Tunnel While the Chase Was On.

Lieut. Livingston and three other sleuths of the Detective Bureau at Police Headquarters saw two men enter the hall at 850 Third avenue at 2 o'clock yesterday mornstore barked and the men came out and entered the hall at 902, next door to Heilbrunner's furnishing goods store. The detectives had an idea that they intended o break into the store and gave them time

o get to work.

The two came out again as the detectives The two came out again as the detectives were approaching and started on a run through Fifty-third street to Lexington avenue, up the avenue to Fifty-sixth street and then over to Park avenue, where they climbed down into the open cut where the New York Central Railroad is lowering its tracks for the new tunnel. When the detectives took up the pursuit they anticipated trouble at Park avenue. Campbell went through Fifty-fifth street and Mugge went through Fifty-seventh street to Park avenue to head off the pursued, while Livingston and Barnett followed hot on the trail.

ingston and Barnett followed hot on the trail.

The latter two went into the railroad cut after the men and followed them out on Park avenue again. Before reaching Park avenue the sleuths had aroused many of the nearby residents by the revolver shots they fired after the fugitives. Campbell was close behind one of the men when Mugge came around the corner from Fifty-seventh street and tried to wing the fugitive with his revolver. The bullet whistled close to the head of the other detective, who called out to stop the shooting.

The two men were captured and locked up. In the last hallway from which the two men came the detectives found a brace and bit, and on the prisoners they found pieces of candles, keys and small steel bars that might serve as jimmies.

bars that might serve as jimmies.

The prisoners gave the names of James Connolly and James Collins. At Police

Connolly and James Collins. At Police Headquarters they were found to be old acquaintances. Connolly had several names on the records, some of them being English Tommy, Peter Smith and George Sheldon. He had served twelve years in the penitentiary and State prison, and finished his last term a week ago. Collins, alias Julius Graham, alias Charles Gray, did four bits in prison. They were down on the records as "loft men," or store workers.

Magistrate Steinert held the men in \$5,000 bail each.

HIGGINSON TO WED ACTRESS. Bos ten Banker's Son Will Marry Jeanne Calducci Next Week

Boston, May 2 .- A. Henry Higginson,

son of Major Henry L. Higginson, the banker, is to marry Miss Jeanne Calducci, the ac-

tress, next week.

Mr. Higginson, who is now in New York, made this announcement to-day.

Miss Calducci was formerly a member of "The Shepherd King" company. She is about 22, and is of Italian and French decent. Her first appearance was two seasons ago in "Fantana" at the Boston Theatre, and she next became an understudy in "A Chinese Honeymoon."

Mr. Higginson is a Harvard graduate and is well known in society and as a patron of outdoor sports. His first wife obtained a divorce from him on the ground of cruelty and later married W. Starling Burgess, the yacht designer.

INDICTED ALDERMEN APPEAR. Peters and Cronin Plead Not Guilty-Clifford

Three M. O. L. Aldermen left the City Hall for an hour or so yesterday and appeared in the Court of General Sessions to answer to indictments

Takes Time.

Alderman Henry Clay Peters, who says Alderman Henry Clay Peters, who says he is an intellectual giant and who had to answer to two indiotments for perjury, said he wasn't guilty, with leave to withdraw the plea on Monday if he cares to, William S. Clifford asked for a week to plead to an indiotment charging bribery. Alderman John S. Cronin pleaded not guilty, but reserved the right to withdraw the plea on Monday.

## AMONG THE AUTOMOBILISTS

MOTORISTS ARE NOW REGARDED FAVORABLY.

Frederick H. Elliott Declares Prejudice Against Motor Vehicle Users Is Fast Disappearing-Forty Thousand Automobiles in This State - Gossip.

Frederick H. Elliott, secretary of the American Automobile Association, declared yes-terday that he was of the opinion that motorphobia was fast disappearing in this country, not only in the thickly settled portions of the Eastern section of the United States but also out in the middle West, where automobiles have been fewer, and the general run of the inhabitants have not had as much opportunity to become acquainted with motor car drivers as have their Eastern brethren. Mr. Elliott said that this change of sentiment had been very strikingly brought to his at-tention by an occurrence on his recent trip West organizing State associations of automobile clubs. The meeting of the Missouri clubs was held at Macon, and H. M. Rubey, Mayor of that city, was one of the delegates

present at the meeting. Mayor Rubey said to the visiting automobilists at the meeting: "We want you to throw all restraint to the winds and have a good time. I have a letter from a man in Kansas City requesting me to look after the delegates and see that they don't violate the law. In replying I told him he need have no uneasiness about that: they might violate every law they wanted to. and that I would pay their fines, put them to bed and see that they got on the right train for their homes." The Mayor assured the delegates seriously, however, that the motorists are the best men to work up good roads sentiment. Missouri needs good roads, he declared, and he advocated sending dele-gates to every town in the State to get every owner of a motor car to join the State asso-ciation and then work for good roads. Mayor Rubey was elected president of the Missour

New York State has attained the distincion of having registered more automobiles than were manufactured in this country last year, as a slate colored Oldsmobile runabout going up Broadway yesterday with 40,046 on its number tag proved, the number of cars produced in this country last year being several thousand less than 40,000.

C. H. Hyde, former president of the New York Motor Club, has just opened his new cottage at Long Branch and friends who have visited the house say that the automobilist has a very nice summer home. It remained for a woman friend of the Hyde family, however, to put the finishing touch on the enthusiastic descriptions of the Hyde domicile. "Why," said she, "Mr. Hyde has his initials on most everything in the house, even the faucets in the bathroom having C, and H, on them."

The annual meeting of the New York Timers Club was held Wednesday night at the Automobile Club of America, West Fifty-fourth street. The following officers were elected: Honorary president, Sanuel M. Butler; president, Charles J. Dieges; vice-president, J. P. Boyle; secretary, A. C. Harvey; treasurer, W. L. Jones. Plans were discussed for timing the next Vanderbilt cup race and other events to be held on the Long Island Motor Parkway, in addition to a method of timing the international balloon race at St. Louis on October 19. A new membership committee was appointed.

That Pennsylvania will begin to come to the front in the matter of good roads since the meeting of the American Road Makers' Association at Pittsburg is seen from the acto the front in the matter of good roads since the meeting of the American Road Makers' Association at Pittsburg is seen from the action in the Legislature, when \$3,000,000 was appropriated by the Senate for work along these lines during the next two years. While this amount is not as large as many of good roads advocates had hoped to see appropriated for the purpose, most of those interested are well satisfied, and feel that the work of bettering the highways of the Keystone State has at last fairly started. Just what disposition will be made of the \$3,000,000 for the next two years has not been settled, but it is probable that it will be spent in bettering the roads in counties which are at the present time most backward in respect to improved highways and which have not had the money to compete with their richer neighbors. This has made the road system of the State a badly checkered affair, and it has always been impossible to drive across the State in either direction without running into almost impassable highways which had to be crossed.

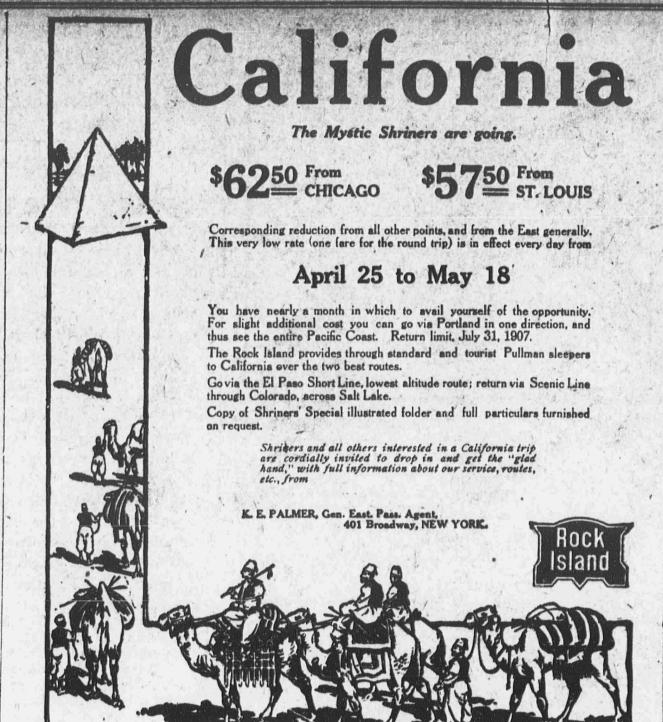
The good roads movement in the State was really started in Allegheny county, which has more improved roads than any other county. Here the work was reduced to a science several years ago, shortly after the passage of the Flinn road bill, and since that time, with a tax levied upon all residents of the county, mile after mile of improved roads has been constructed every year. It is probable that one of the tasks of the good roads builders will be to construct a highway arcoss the State from Pittsburg to Philadelphia, after which one from north to south will be built. Pittsburg automobilists have long hoped for such a highway and now have hopes that it will be built.

have long hoped for such a highway and now have hopes that it will be built.

No doubt the enormous demand for pleasure cars, expressly designed for touring purposes, and the large prices which can be obtained for them, has until now deterred manufacturers from entering the rather brossic field of providing gasolene cabs and town cars, easys the Horseless Apc. These occupy a field between the pleasure car and the strictly commercial vehicle, and partake, in a measure, of the characteristics of both. The passenger vehicle of utility must possess the luxurious qualities of the former in combination with the serviceability of the latter. Fortunately, the technical problems presented by the town car do not possess the difficulties met with in connection with the strictly commercial vehicle. In fact, in some respects the town car or cab is an easier proposition than the touring car. While the handling of parcels and freight is strictly a matter of cost, when animal power and mechanical power are competing for favor, the transportation of persons is rather more a matter of luxury and speed than of dollars and cents. The motor cab problem, from a business standpoint, is thus a much easier one than the commercial vehicle problem. In a way the demand for town cars has been met for several years by the use of touring car chasses fitted with closed bodies; but it has been evident to all thoughtful students of the subject that this expedient offers but a crude solution of the problem. For convenient town use, both as public cabs and as private town vehicles, it is evident that chasses of considerably shorter wheel base than common in touring car practice are advisable in point of ease of handling. Furthermore, the necessarily lower speeds prescribed by city conditions call for vehicles of lower horse-power, which means cars of less weight, and hence cars which are easier on their tires.

As comfort must not be sacrificed and as city pavements must be traversed town cars must be provided with the best possible aprings and l No doubt the enormous demand for pleas

PLAINFIELD, N. J., May 2.—For the purpose of regulating the running of automobiles in the city and vicinity, Mayor Charles J. Fisk of this city and Mayor Newton B. Smalley of North Plainfield to-day invited the owners of such machines to meet with them at the Casino on Thursday night of next week, when it is hoped to adopt proper regulations. The two Mayors have given the matter carness.





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Auto caps, leggins, gloves, goggles and coats, road maps, auto trunks and touring requisites of every description. TIRES! TIRES!
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consideration and are agreed that reckless driving of autos should be stopped. It was a greeted that cooperation of the owners of machines would give the best results, and the plan is to select a certain number who shall be delegated with power to stop reckless speeding. The "auto squad" will keep an eagle eye out for those who try to turn the nunicipal streets into speedways. A set of fifty miles an hour, and Mr. Robbins's gests were surprised at the ease and even-ness at which the car ran. The car used was an air cooled Model D, and at the end, after a critical inspection, showed no signs of wear. the plan is to select a certain number who shall be delegated with power to stop reckless speeding. The "auto squad" will keep an eagle eye out for those who try to turn the municipal streets into speedways. A set of rules will be adopted, it is expected, and a regular organization formed with the idea of upholding the Frelinghuysen auto law. The auto owners are quite enthusiastic over the movement, believing that it will be a help and benefit to them.

Arthur N. Robbins, sales manager of the Aerocar in this city, has just made a record run from here to Boston. He left here at 1:30 A. M. on Tuesday of last week and reached Boston at 5 P. M. the same day. The weather conditions were very bad. It rained hard all day. The run back was even more sensational, and was made in 9 hours 23 minutes, which as far as can be learned stands as a record. The oar left the Hotel Somerset, Boston, at 9 A. M. on Thursday, April 25, and running back signatures were obtained from hotel clerks and managers of telegraph offices. Worcester was reached at 10:40 o'clock, and the car left again at 10:55 o'clock, after a stop of fifteen minutes. The stop there was made at the Bay State Hotel. The Gilmor Hotel, Springfield, was reached at 1 o'clock. Allyn House at Hartford was reached at 2:35 o'clock and left again after a stop of ten minutes. The Postal Telegraph Company's office at New Haven was reached at 4:25 o'clock and at 4:42 o'clock the car started on again. Bridgeport, the Western Union Telegraph Company's office, was reached

NABBED FOR FLUSHING STREET. Craven's Man Couldn't Show a Permit to

Use Water From a Fire Hydrant. John Coza, an employee of the Street Cleaning Department, was arrested yes-terday morning for flushing the street at First avenue and Nineteenth street with water from a city hydrant after Police-man Morrissey had ordered him not to

do so.

The policeman told Magistrate Steinert in the Yorkville police court that he was acting under orders, as the street cleaner had no permit from the Department of Water Supply, Gas and Electricity.

Foreman Costello of the Street Cleaning Department, said he had become dealers.

Foreman Costello of the Street Cleaning Department said he had been ordered by Street Cleaning Commissioner Craven to flush the streets, and he thought the Com-missioner had obtained the necessary per-The Magistrate adjourned the case until

to-day to learn if the necessary permit was going to be withheld altogether.

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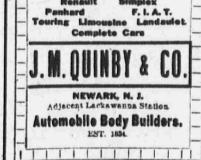


The Studebaker Electric Stanhope meets every require-ment for comfort, safety and economy of operation, without the great capacity for speed and distance of a high-priced touring car. All the beauty of design and expert construction which characerizes every Studebaker production is to be found in the

Electric Stanhope—the vehicle of utility for business or pleasure. Model 2th-Porty miles without re-charging. Any speed up to four ream miles an hour. 80-inch wheels fitted with standard clincher tires. Seafi-cient horse-power to carry over any road or grads. Fries, 61,866.

See also our Special Stanhope of high speed, Model 13a; Inside Driver Coups, Model 15b; Ambulance 2004a; 14-passenger Omnibus No. 2008, and a full passenger Omnibus No. 2008, and a ful line of Electric Commercial Cara Prompt delivery.

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**MOTORING NEWS** 

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IT is the Mark XLIX, 40-45 H. P., Standard Touring Car, the biggest and most luxurious of the Great Columbias. Its large, commodious body carries seven passengers comfortably, all facing forward, and as to every point of excellence, both in design and detail of construction, it may be held up with the highes: priced cars of the world, foreign as well as domestic.

TO enumerate a few of the special features will indicate how advanced, how sound and thoroughly practical is the mechanical equipment of this model.

THE crankshaft is sawed out from a solid block of special chrome nickel steel, each shaft representing three weeks' work of man and machinery. Not one of the hundreds of these shafts in actual use has broken or given any trouble whatever.

THE new multiple jet Carburetor gives just the right and most economical mixture for high or low speeds. You have a 60 miles an hour mixture or a steep hill climbing mixture when you want it, but you are not burning up that amount of fuel when going at an easy pace. And the change from one mixture to another is automatic-no trouble.

THE I-beam front axle is drop forged in one piece without welding. The grain of the metal courses unbroken from wheel pivot to wheel pivot.

THE transmission is of the most improved type, doing away entirely with the troubles that occur in this member of the mechanism in many makes of cars.

THE clutch is so constructed that it takes hold evenly, gradually and firmly. "Savage" engagement is impossible and brass plates, backed by springs, prevent wearing of the

THEN, for beauty, smartness of style and perfection of finish and appointment, the Columbia is conceded, even by our strongest competitors, to be unequalled. The price is \$4,500.

IF a smaller car will meet your requirements this season, the one you want is the Mark XLVIII Columbia, 24-28 H. P., at \$3,000. It carries five passengers comfortably. and for easy riding qualities is unapproached by any other medium powered car built. The demand for this swift, easily handled machine has been so great, however, that we can promise immediate delivery only on one or two more orders.

TUST a few second-hand cars which we have recently taken in exchange are offered by the New York branch. There is a Columbia Electric Runabout for \$450. Fresh from the painting department and is as good as new. There is also a 24-28 gasolene touring car for \$2,200. This is also like new. Other bargains are a 40-45 horse-power gasolene touring car for \$1,500 and a 45 horse-power gasolene touring car for \$2,500.

ALL these cars, together with our different types of Electric Carriages, which are unquestionably the most popular on the market, are on exhibition and ready for demonstration at our New York Branch, 134-136-138 West 39th Street.

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